



City of Seattle

Mike McGinn, Mayor

Seattle Freight Advisory Board

Anne Goodchild, Chair

Alon Bassok, Vice Chair

Warren Aakervik

Linda Anderson

Bari Bookout

Eric Candelaria

Terry Finn

Chris Martin

Mike Sheehan

Bob Viggers

Cameron Williams

The Seattle Freight Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City in development of a functional and efficient freight system and on all matters related to freight and the impact that actions by the City may have upon the freight environment.

City Council Resolution
31243

Seattle Freight Advisory Board Meeting Minutes

Date/Time: March 20, 2012 / 9:30 a.m.

Location: Seattle City Hall, L280

Members Present: Warren Aakervik, Alon Bassok, Bari Bookout, Anne Goodchild, Chris Martin, Mike Sheehan, Bob Viggers, Cameron Williams

Guests Present: Jim Tutton (WTA), Christine Wolf (Port of Seattle), Jordan Royer (Pacific Merchant Shipping), Neal Komedal (Seattle Bicycle Board), Victor Stover (Seattle Pedestrian Board), Don Samdahl (Fehr and Peers)

City Staff Present: Peter Hahn, Cristina VanValkenburgh, Kevin O'Neill, Ron Borowski, Kristen Simpson, Ruth Harper (all SDOT), Kristian Kofoed (DPD), David Hiller (Mayor's Office), Captain Dick Belshay (SPD)

1. Welcome and Introductions

Board members, city staff, and other attendees introduced themselves.

2. Public Comment

There was no public comment.

3. Approval of Minutes

The January 2012 and February 2012 minutes were approved.

4. Chair's Report and Announcements

Anne Goodchild announced that she is stepping down as Chair of the Freight Board because she is going on sabbatical starting in the summer 2012. Warren Aakervik was nominated to replace her. Board members will discuss and vote by e-mail.

Anne also mentioned the Annual Report, which is the board is required to prepare every year. She will write the first draft and circulate it to members.

5. SDOT 2012 Action Agenda

Peter Hahn introduced SDOT's new Action Agenda, which lays out a clear set of transportation policies, actions and measures of success for the next two years.

The agenda has five guiding principles:

- Keeping it Safe — using engineering, education, enforcement and evaluation to improve safety for all, and reduce fatalities and injuries

- Focusing on the Basics — maintaining, protecting, preserving and enhancing our capital assets
- Building Healthy Communities — supporting sustainability, livability and equitable growth
- Supporting a Thriving Economy — keeping people and goods moving, and creating great places that attract businesses
- Providing Great Service — helping people access transportation services and information

Board member questions and Peter's responses:

Q: Can technological improvements to reduce paperwork be included in SDOT's daily work?

A: Peter agreed that this is a good idea and that SDOT would like to make these types of improvements, but there are budget constraints.

Q: Why do bike routes continue to be placed on arterials, when many people feel safer biking on streets with less vehicular traffic?

A: Peter noted that SDOT is in the process of updating the Bicycle Master Plan and there will be a focus on greenways, but arterial bike lanes will still have a place in the bicycle network.

Q: Will the new plan formally look at conflicts with freight, which would be helped by having a Freight Master Plan?

A: SDOT will discuss the Bicycle Master Plan at the April FAB meeting.

Q: Is SDOT protecting existing major truck streets in the Action Agenda?

A: Peter said that SDOT does have freight elements in the Action Plan, including an action to establish travel time guidelines on Major Truck Streets.

More information about the plan can be found at:

<http://seattle.gov/transportation/actionagenda.htm>.

6. Proposed Third Arena

David Hiller from the Mayor's Office briefly discussed the proposed third sports arena. The proposal is a long way off and still in the formative stages. The Mayor's Office understands that the city needs to look out for freight. The Arena Review Panel is the oversight group charged with reviewing proposal with the city's and county's interest in mind. More information about the panel and their work is available here:

<http://www.seattle.gov/arena/panel.htm>

If the proposal moves ahead, the project will likely be required to complete an Environmental Statement (EIS), which would include a transportation analysis.

7. Truck Safety Inspections

Captain Dick Belshay from the Seattle Police Department's Commercial Vehicle Enforcement Squad described the current truck safety inspection effort. There is a six-month pilot in place, and this is likely to be continued. This effort was initiated by WSDOT, with the goal of promoting truck safety through enforcement of equipment violations. A squad of four inspectors started in January 2012. On a normal day, eight trucks are stopped and inspected. A common violation is that containers are not being secured to the chassis. Drivers should properly maintain their trucks.

Board member questions and comments:

- Q: Is SPD targeting the Port? A: No.
- Q: Was there a precipitating event? A: There were some fatalities a few years back due to trucks with bad brakes and truck loads that came loose.
- Q: Can we do this enforcement in another fashion than losing four officers off the street? A: These are traffic officers, so the number of officers on the street is not diminished.
- One-quarter of Port of Seattle business is moving to the Port of Tacoma. There was a trucker walk-out earlier this year—truckers felt as if they were being targeted.
- Other west coast ports have overweight corridors within their ports to facilitate drayage of containers at slow speeds.
- The local union says they will be losing jobs.
- Outreach on this effort seems to have come after the fact.
- The owner of the chassis is responsible for the condition of the chassis, not the driver.
- The Port of Seattle wants a solution that will result in safe trucks and also benefit the city economically.
- Tacoma has an overweight corridor for trucks moving intermodal containers and this might be something Seattle should consider.
- Q: Where would an overweight corridor be within the city? A: Not sure. If the City says something is legal, then SPD accepts this.
- Can we improve this process so that drayage trucks are inspected more regularly?

Bari Bookout, board member and Port of Seattle representative, described the work the Port is doing to reach out to the trucking community on these issues. The Port has established a working group to help communicate and coordinate with the truckers.

8. 2005 Freight Mobility Strategic Action Plan – Status Review

Cristina VanValkenburgh and Ron Borowski of SDOT presented a review of the many actions that have been taken to implement the 2005 Freight Mobility Strategic Action Plan. The summary of accomplishments that address the 22 action areas identified in the 2005 plan can be found at: <http://www.seattle.gov/sfab/documents.htm>.

Board members were very complimentary about the efforts that had been made since 2005. They also had the following comments:

- The complete streets ordinance should not compromise major truck streets as we go forward.
 - Freight is not prioritized in road diets for freight streets.
 - Let's encourage bike lanes not to exist on major truck streets.
 - Let's have a metric-based approach to see what travel times are on truck streets.
- A: We have done and will continue to do level-of-service (LOS) analysis when changes are made on major truck streets.

9. Adjournment

The meeting adjourned at 11:30 am.

The next meeting is scheduled for April 17, 2012, 9:30 a.m. to 11:30 a.m., Seattle City Hall Boards and Commissions Room L280.